French Broad River Metropolitan Planning Organization
Congestion Management System Plan
Adopted February 19, 2004

I. INTRODUCTION AND BACKGROUND:

The Transportation Equity Act for the 21st Century (TEA 21) designates urban areas with populations of 200,000 or greater as Transportation Management areas (TMAs). As a designated TMA, the French Broad River MPO is required to implement a Congestion Management System (CMS) in cooperation with local governments, transit operators, and the State. This Report outlines how FBRMPO's CMS will be implemented and used on a continuing basis to comply with federal requirements. It provides information on the CMS:

1. Objectives,
2. Coverage area,
3. Performance measures,
4. Data collection needs and approaches,
5. Strategies and projects (current and desired),
6. Monitoring and evaluation, and
7. Implementation Approach and Public Involvement.

As a new TMA, the FBRMPO is just beginning its CMS development and implementation process. The TAC and TCC appointed a work group with representatives from each of the three counties, the TCC, the TAC, and community representatives to guide the CMS process and manage public involvement. The CMS Work Group helped to develop this report and will continue to keep the TCC, TAC, and general public informed as the process moves forward.

Federal Requirements (FHWA Requirements 500.109(b) 1-6).

The intent of a CMS is to provide local and State planners, policy makers, and the public with a clear understanding of congestion problems and the most cost effective ways of addressing those problems in order to maintain or improve transportation system performance. Federal rules define congestion as the "level at which transportation system performance is no longer acceptable due to traffic interference. The level of acceptable system performance may vary by type of transportation facility, geographic location, and/or time of day." They define an effective CMS as a "systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility of persons and goods to the levels that meet State and local needs. The CMS results in serious consideration of implementation strategies that provide the most efficient and effective use of existing and future transportation systems." A CMS should include identification of the coverage area and modes, performance measures, a monitoring plan, strategies, evaluation of strategy effectiveness, and an implementation and management plan.

Costs of Congestion.

Nationally, congestion in urban areas is getting worse and costing more. The *2003 Urban Mobility Report*, produced by the Texas Transportation Institute and sponsored by the American Road and Transportation Builders' Association and the American Public Transportation Association, studied traffic situations in 75 urban areas measuring factors such as hours of travel delay per person and the "Travel Time Index" – a measure of additional time needed to make a trip during peak travel periods compared to free flow periods. The index has tripled since TTI began collecting data in 1982. The 2003 Study estimated that:

> "Drivers wasted about 5.7 billion gallons of fuel, or about 42 gallons per person, in the 75 areas studied. Annually, 3.5 billion hours of extra travel time can be blamed on traffic congestion. The total cost of congestion has risen nearly $70 billion, a rise of 4.5 billion more than the previous year. On a personal level, the average cost per person in the 75 cities studied was $520…The cost averages ranged from $650 per person in areas with populations greater than 3 million to $130 per person in smaller towns."

Local Considerations

A. Air Quality

The citizens of our region are seeing and feeling the effects of the three major transportation-related pollutants - "criteria" pollutants of the National Ambient Air Quality Standards (NAAQS) established by EPA in response to the Clean Air Act (CAA):

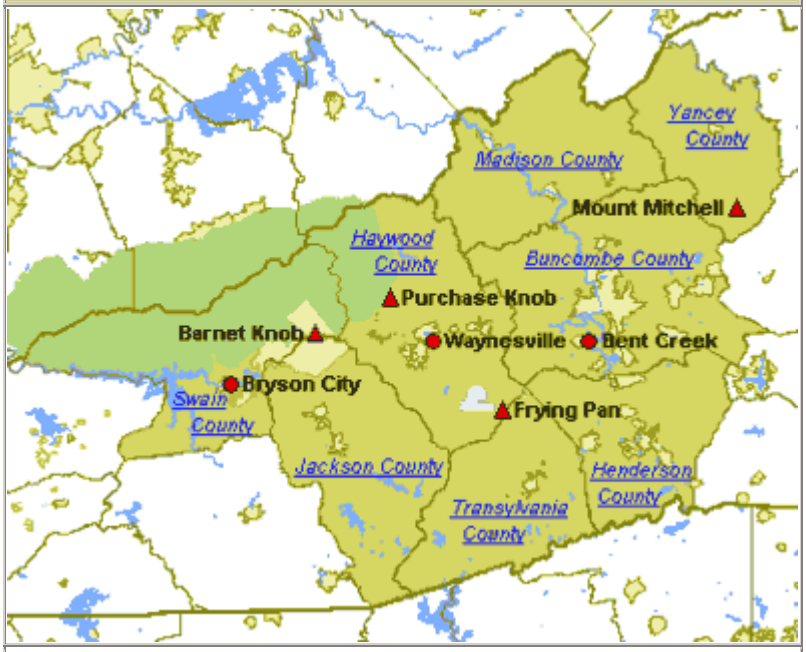
- Ozone (O_3) and its precursors – volatile organic compounds (VOC) and nitrogen oxides (NO_x). Ozone at ground level is formed when pollutants emitted by cars, power plants, industrial boilers, refineries, and other sources react chemically in the presence of sunlight.
- Particulate Matter (PM) – both "fine particles" (less than 2.5 micrometers) and "course particles" (2.5 to 10 micrometers) - is a mix of solids and liquid droplets in air that come from combustion, including motor-vehicles, power plants, outdoor burning, and some industrial processes.
- Carbon Monoxide (CO), an odorless, colorless gas, forms when carbon in fuels does not completely burn. It comes from vehicle exhaust and other fuel combustion processes.

The CAA Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 tied air pollution regulations to transportation planning by requiring state implementation plans (SIPs) and "transportation conformity" processes to demonstrate that transportation plans and programs keep emissions within required limits. A conformity determination is required for every transportation improvement program (TIP) and Long Range Transportation Plan adopted by Metropolitan Planning Organizations in non-attainment areas.

As a TMA, additional regulations apply if our area is ever designated as non-attainment. This includes requirements for multi-modal Transportation Demand Management and Operation Signals Management strategies in corridors where capacity is increased, and withholding of federal funds for any highway project unless it is based on an MPO approved CMS plan.

According to the Western North Carolina Air Quality Agency (http://www.wncair.org), the monitored ozone levels on the worst summer days in Asheville have increased by 25% since 1990. As a result of 2000-2002 data, parts or all of Buncombe, Haywood, Henderson, Madison, and Transylvania counties risked "non-attainment" designation or not attaining the Federal Clean Air ground level, eight-hour ozone standard by April 2004. The Early Action Compact was formed by Buncombe County and the City of Asheville to work to improve air quality and avoid a non-attainment designation.

Asheville Local Network



Asheville valley monitors denoted by circles
Asheville ridge-top monitors denoted by triangles.

The air quality monitor at Bent Creek in Buncombe County indicated that the area's ground level air quality did not meet the EPA's eight-hour ozone standard for the years 2000 – 2002.

The Mountain Area Compact includes: **Buncombe**, **Haywood**, **Henderson**, **Madison**, and **Transylvania** counties.

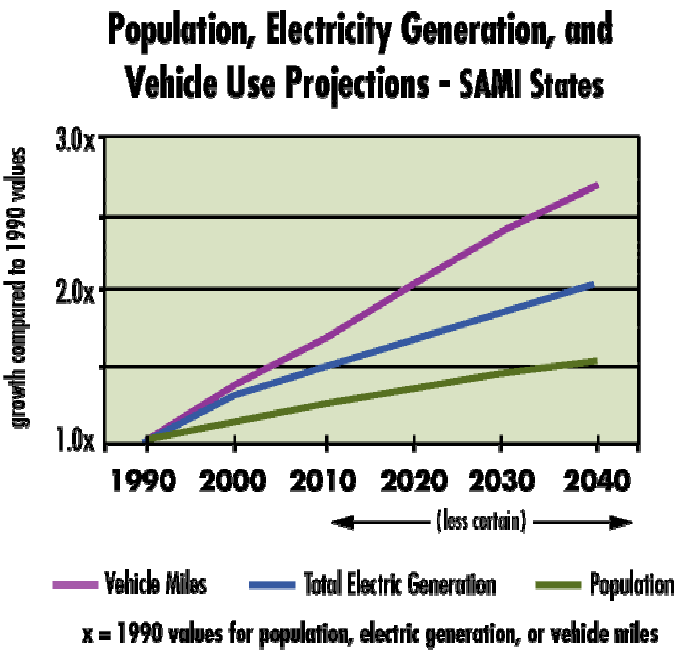
Map and additional information is available on the NCDAQ website: http;//www.daq.state.nc.us

Or contact the:
NC Division of Air Quality
1641 Mail Service Center
Raleigh, NC
27699-1641
(919) 733-3340

In 2003, good weather and state-of-the-art improvements by Progress Energy on their Plant at Lake Julian, lowered our area's three-year average for ozone, and brought the FBRMPO region back into attainment levels. Carbon Monoxide (CO) has not been monitored directly in our area, but is still a concern. According to EPA's *Air Quality Index, A Guide to Air Quality and Your Health* (August, 2003), vehicle exhaust contributes to roughly 60% of all CO emissions nationwide and can be extremely harmful.

Regional data collected by the Southern Appalachians Mountains Initiative, or SAMI, an eight-state consortium created to identify and recommend emissions management strategies to addressing adverse air quality effects in Southern Appalachia**,** indicates that Vehicle Miles Traveled (VMT) outpaces both total electric generation demand and population.

Projections of population, electricity demand, and VMT in the SAMI states from 1990 to 2040. (SAMI Final Report, p. 2.4)
http://www.saminet.org/



Unless VMT is reduced locally, ozone and CO generated from vehicles will continue to grow, even as other emission reducing factors - such as improvements to the local power plant, "clean diesel" technology and the impacts of the Clean Skies initiative - are felt. Effective strategies for reducing VMT – particularly Single Occupancy Vehicle (SOV) use are therefore critical, and our area is still susceptible to poor air quality and the possibility of non-attainment designation for ozone and/or CO in the future. Notably, the Asheville-Buncombe EAC Committee voted to continue to convene, despite our areas recent removal from non-attainment designation.

An effective CMS strategy will help reduce emissions from local, mobile sources and CMS objectives are consistent with EAC recommendations. FBRMPO will continue to coordinate with the EAC and other air quality improvement agencies into the future.

B. I-26 Construction

The French Broad River MPO planning area is experiencing increased traffic congestion because of the I-26 Corridor. I-26 has been completed from Columbus, Ohio to the Buncombe County line, and from Charleston, South Carolina to its interchange with I-40 at the City of Asheville. Completion of the corridor through Asheville and Buncombe County is not expected for the next 10 years (TIP Projects I-4400, I-4700, I-2513, A-10). Congestion on Asheville and Buncombe County Roads that serve the I-26 Corridor will increase as traffic from both directions of I-26 moves through our area on roads, and the one bridge that connects them, that are not up to Interstate standards. (See Commuter Pattern Map, Appendix 3)

Because of our area's mountainous terrain, I-26 and US25 (Weaverville Highway, Merrimon Avenue, Broadway, Hendersonville Road) make up the only two continuous north to south corridors from the Madison County line to the southern Henderson County line. Going west to east, I- 40, 19/23 and 70, provide continuous travel from one side of Haywood County all the way through Buncombe County. These corridors get very congested with commuter traffic during peak hours, and traffic may be brought to a standstill if there is an accident.

The I-26 Corridor and the I-40 Corridor are primary arteries for transportation to any area of the region and will continue to experience congestion as our area continues to grow economically and in population. The traffic model developed for I-26 projects not only that through-traffic will increase along the I-26 Corridor, but that local traffic will as well. Over 50 to 60% of the I-26 traffic projections are estimated to be local. As household and employment grows in surrounding areas, local commuter traffic will continue to rise, compounding congestion brought on by the I-26 construction, particularly where I-40 and I-26 intersect.

C. Community Involvement

There are multiple efforts and agencies in the area that are involved in improving air quality, promoting transit, bicycling and walking, coordinating measures in relationship to the I-26 Corridor, and/or implementing the Early Action Compact. These agencies are represented on the MPO through either the TAC or TCC or in MPO work groups or subcommittees. Our area has a proven history of successful public-private and non-profit partnerships and multi-jurisdictional efforts. Because the Congestion Management System programs will overlap with many efforts currently in existence, the CMS could be a catalyst to leverage various community initiatives and public education efforts for maximum effect, as well as coordinate actions so that the public is not confused or sent mixed messages. Community Involvement is required in TAC and TCC decision-making processes, including TIP, Long Range Transportation Plan (LRTP), and CMS development, and FBRMPO must continue to rely on citizen and agency input for effective transportation planning.

II. FBRMPO CONGESTION MANAGEMENT SYSTEM OUTLINE

CMS PURPOSE AND OBJECTIVES:

The purpose of the FBRMPO's Congestion Management System is "to evaluate congestion and its causes, and to develop effective strategies that improve or maintain the efficiency and service of our region's transportation system" (adopted, January 15, 2004). The objectives of this program are to:

1. Satisfy the Federal requirements of a CMS.
2. Achieve target Volume/Capacity Ratios in Identified Areas.
3. Coordinate with NCDOT and local agencies to mitigate congestion caused by I-26 and I-40 construction improvements and the delayed project schedule along the I-26 corridor.
4. Maximize use and increase ridership on our areas 4 transit services.
5. Coordinate with local agencies to increase infrastructure that promotes other transportation modes than single occupancy vehicles – specifically ride-sharing, transit, pedestrian and bicycling.

COVERAGE AREA:

The FBRMPO CMS focuses on our region's most congested areas - areas that experience delay on a recurring basis. The CMS Work Group of the TCC and TAC and the local NCDOT Division offices identified FBRMPO's congested areas of concern in each county. Most of these areas have already been identified for the TIP or Priority Needs List for improvements. Others have been studied at a local or NCDOT Division level for signalization upgrades, signage, controlled left hand turns, re-designation of routes, or other approaches (refer to the CMS Strategies and Projects section).

A. Buncombe County

- I-40 from the I-26 Interchange to exit 44 (at Smokey Park Highway –19/23).
- I-26 from the 191 Exit at Biltmore Square Mall to the I-40 and 240 Interchange.
- Smokey Park Bridge and Patton Avenue west to Leicester Highway.
- South Tunnel Road that serves Asheville Mall and other commercial centers.
- US25 through Biltmore Village (between Swannanoa River Road and I-40).
- Intersection of Rt 9 and US70 in Black Mountain. Truck traffic traveling from industrial and commercial areas along US70 are utilizing this downtown intersection and railroad crossing to access I-40, compounding recurring congestion of local traffic.

B. Haywood County

- 276, Russ Avenue, through Waynesville. Town request for a Feasibility Study foraccess management along the Russ Avenue Corridor is on the Priority Needs List.
- Soco Gap, 19 into Cherokee, linking the tourist destinations of Maggie Valley and the Cherokee Reservation and Casino. Delays are experienced seasonally, especially at the height of the leaf season.
- 19/23 through Canton and Clyde. This corridor experiences delay whenever there is an accident on I-40 between mile markers 27 and 37.

C. Henderson County

- I-26 and NC280 interchange at the Asheville Regional Airport.
- US64 from the I-26 interchange east to Howard Gap Road (at the Highland Square shopping area), and west (Four Seasons Boulevard) to downtown Hendersonville.
- US64 from Church to Blythe Streets, particularly left-turn movements at Justice and Fleming, includes traffic from the Laurel Park Commerce Center and Pardee Hospital.
- The intersection of US64, Church St. and US25 creates back-up traffic on all three roads.
- Intersection of US25, Church Street, and Spartanburg Highway (176) to White Street. NCDOT Division 14 is resigning/rerouting this area as a mitigation measure.

PERFORMANCE MEASURES:

The purpose of performance measures is to measure the extent of congestion and to allow for the evaluation of the effectiveness of mobility enhancement strategies. For each of the identified points of concern within the coverage area, the CMS Work Group will collect data to establish a performance measure for that individual corridor or intersection. Performance measures will provide the basis for determining the extent, severity, and define congestion within the monitored areas. FBRMPO will focus on four methods to measure congestion and establish system performance, depending on location/mode.

1. The *Volume to Capacity Ratio (V/C ratio)* is a method that incorporates a comparison of the volume (the number of vehicles utilizing the roadway in a time period) to the capacity of the roadway (the maximum achievable number of vehicles through the facility in a time period). The level of congestion can be measured by establishing whether or not the roadway is functioning above or below an acceptable capacity and to what extent.

2. *Accident Rates* are both a cause and effect of congestion. A roadway with high accident rates can experience congestion due to delays caused by accidents. Conversely, a highly congested corridor can experience a high accident rate due to high traffic volume. Accident rates in identified areas can indicate needs for safety measures, better signalization management or other strategies. Response time to an accident can also increase delays and compound congestion. The CMS will look at response time to incidents where available in the identified coverage area as part of accident information. Utilizing accident rates and response times to accidents, adds another aspect to how congestion is measured and strategies are developed, prioritized, and evaluated.

3. *Traffic counts and turning movements at critical intersections* in identified areas of concern, in combination with other performance measures will assist FBRMPO in developing and evaluating signalization issues – particularly the need for additional turn lanes or access management techniques, or signalization improvements.

4. *Transit use* may be measured by ridership and revenue miles. This data is collected and reported annually by local transit provides to the Federal Transit Administration (FTA), and can be used to estimate savings in VMT. When trips are moved to a high occupancy vehicle such as a bus, fewer cars are contributing to traffic congestion and deteriorating air quality. When used in conjunction with park and ride lots, and bicycle and pedestrian facilities, transit is a valuable regional congestion mitigation strategy. Data can also assist in evaluating transit routes and service levels as part of long-range transportation and CMS planning.

DATA COLLECTION NEEDS AND APPROACHES:

FBRMPO has some data that is available through the traffic models developed by MAB for Buncombe and Henderson counties. There is also local traffic count data available through the State, but not in all locations of the coverage area. Over the next three years, the FBRMPO will undertake several initiatives to collect and manage additional data to establish and track performance measures as part of FBRMPO's annual Planning Work Program. This includes:

1. Contracting with MAB to conduct on-going traffic modeling on the I-26 and I-40 corridors in Henderson and Buncombe counties, and to provide sub-area analysis at key locations.

2. Tracking traffic incident data at locations within the identified coverage areas over time.

3. Conducting traffic counts and turning movements at identified intersections or other critical points within the identified coverage area as determined by the CMS workgroup.

4. Coordinating with local transit providers to collate and maintain information on revenue miles and ridership trends.

STRATEGIES AND PROJECTS:

1. Develop a **Transportation Demand Management (TDM) Program** to reduce local and commuter traffic in and around the City of Asheville, targeting all identified coverage areas within Buncombe County and the I-26 Interchange at NC280 and the Regional Airport in Henderson County.
    a. Submit application to the NCDOT Public Transportation Division to initiate a TDM program in May of 2004.
    b. TDM proposal will have four components (at least initially for 2004)
        i. Initiate and maintain a Ride-Sharing database in coordination with Land-of-Sky Regional Council.
        ii. Initiate a marketing campaign to promote transit and increase public awareness of the connection between transportation choices and air quality.
        iii. Establish "Commuter Lots" in Buncombe County for commuters utilizing the TDM ride-share program, informal carpools, and existing transit routes.
        iv. Establish a TDM and Air Quality Coordinator position within the City of Asheville and FBRMPO. In addition to managing the TDM program with the State NCDOT, this position would promote and facilitate transit, bicycle, and pedestrian planning activities.
    c. The TDM program can be expanded in future years to other areas and initiatives.

2. City of Asheville and Buncombe County have formed a local committee to **develop mitigation measures to address congestion caused by the delay in I-26 construction**. This committee was recently initiated and developed a set of recommendations that they provided to NCDOT, and will continue to work with NCDOT and Congressman Charles Taylor who initiated this effort, in 2004. This includes recommendations for developing the Asheville Riverway, creating an alternative route from 19/23 at Broadway, through Biltmore Village and along Swannanoa River Road, to US70.

3. Implement a **City-wide signalization upgrade** within the City of Asheville. The City has just been informed that 2 million dollars in federal funds have been ear-marked towards this project in expectation of a State match. This will upgrade the signalization system throughout the city and establish a transportation center to manage signalization along the targeted areas in Buncombe County as well as improve alternative and detour route management and signage. This new system will be designed to keep traffic flowing on heavily used corridors through improved timing and coordination of signals.

4. **Develop comprehensive, local transportation plans to encourage public involvement and identify key issues at the local level** for the FBRMPO. The NCDOT is currently finalizing a plan conducted by NCDOT staff for the *City of Hendersonville* that examines the congestion issues identified in the CMS coverage area. FBRMPO staff completed a plan for the *Town of Fletcher* in 2002, and is currently working on one for the *Town of Black Mountain*. Staff will begin work for the *Town of Waynesville* in 2004-2005. Local plans include strategies to increase transit, bicycling, and pedestrian facilities as part of the overall transportation system.

5. Ensure that **TIP, and Priority Needs List** projects address concerns in the coverage area.

    a. Scheduled TIP Projects in the CMS coverage areas:

Location	ID No.	Description
I-26	I-4700	I-40 at Asheville to NC280 and the Regional Airport. Add additional lanes along 8.6 mile stretch of interstate. Project is programmed for planning and environmental study only.
I-40		I-240 to US 19/23 at exit 44. Add additional lanes for 1.6 miles. Planning and design of project is in progress. Right-of-Way is scheduled for FFY04, and construction (design-build) should is scheduled for FY 04
I-40	I-4409	SR 2500 (Blue Ridge Road) at Black Mountain. Convert a grade separation to an interchange. This project will reroute truck traffic from the intersection of Rt 9 and US70 through town. Project scheduled after 2010 horizon.
I-26 New	I-2513	3.5 mile stretch from I-26 to 19/23/70 known as the "240 Connector." Planning is in progress, Design SFY 05, r-o-w SFY06, Construction FFY 08.
I-26	A-10	The 30 mile new portion of I-26 from Asheville to the Madison County line along US19-23-70.
I-26	I-4400	NC 225 (US25) to NC280 will widen I-26 to 6 lanes through 13.6 miles of Henderson County. FFY 04.
Asheville	U-4715	Upgrade of Asheville Signal System.
Waynesville	U-3466	Dellwood Road, Brown Avenue to Russ Avenue. Widen Dellwood Road and construct a connector between Brown Avenue and Miller Street on a new location. Project scheduled after 2010 horizon.
Hendersonville	R-4430	US176 to SR1006 (Howard Gap Road). Widen and improve roadway. Planning is in process, ROW FFY 06, Construction FFY 07
Hendersonville And Laurel Prk	U-4428	US25 to SR1180 (Blythe Street). Widen to three lanes and coordinate with U-4427.
Hendersonville	U-4427	Construct closed loop signal system along US64 and US 25. Design is scheduled for this year and construction is scheduled for FFY 05-06.
Public Transportation Program for all three counties		

    b. PNL List available upon request.

6. **Utilize the Long Range Transportation Planning** process in the next year and a half to further public involvement and refine planning strategies to mitigate congestion in the identified coverage area and to develop a long-range approach to integrated transit services throughout the FBRMPO area.

MONITORING AND EVALUATION:

In addition to the data collection and monitoring described above, FBRMPO will continue to convene the CMS Work Group twice each year to evaluate CMS progress, reviewing performance measures and data collection efforts. The CMS Work Group will prepare an annual report to the TCC and TAC on CMS progress, and amend the CMS as necessary to meet Federal compliance requirements and adjust to local needs or changes. The purpose of the CMS report is to:

- Organize data collected and system performance measures through maps, tabulated data, and collated reports;
- Inform the members of the TCC and TAC and the public about transportation system performance and the status of CMS strategy implementation;
- Provide "strategy evaluations" for each strategy to further define strategy needs and costs and to assess strategy impact;
- Provide a summary of findings and recommendations for TCC and TAC consideration; and to
- Clearly state that the congested areas identified in the CMS and the recommended strategies must be seriously considered and incorporated into the project programming process;

IMPLEMENTATION APPROACH AND PUBLIC INVOLVEMENT:

The CMS Work Group will guide CMS implementation in coordination with FBRMPO and NCDOT staff. The TAC will appoint community representatives to serve on the CMS Work Group as the process moves forward. The CMS Work Group will prepare an annual report for FBRMPO to inform the public and summarize CMS activities.

FBRMPO will incorporate CMS strategies into the Long Range Transportation Plan (LRTP) and other MPO planning initiatives. The MPO and State update and approve a new seven year TIP on a bi-annual basis. This two year process begins with the preparation of a local priority needs list. FBRMPO recently completed its PNL and will begin work on the TIP next year. The CMS report should provide decision-makers with timely and reliable information for use in the development of the Priority Needs List and TIP. The Work Group will also convene as part of the Long Range Transportation Plan development process to evaluate CMS strategies and ensure that they are considered and integrated into the LRTP. FBRMPO will be developing the LRTP during FY2004 for submittal in 2005.

The CMS approach outlined in this report will continually be refined as the planning process moves forward and inputs from the public, the TAC and TCC, and State and Federal transportation staff are incorporated.

III. NEXT STEPS AND TIME FRAME

The CMS is an integral part of the MPO's transportation planning process. It will establish performance measures in targeted coverage areas, collect and monitor data on those measures in order to track the degree of congestion over time, and provide information to evaluate strategies and projects implemented in the identified areas of concern.

The activities outlined in this report provide a starting point from which to address the identified congestion areas and will be considered and refined during the development of local work plans, studies, the LRTP, TIP and Priority Needs List. The operative phrase however, is "starting point." As a new TMA implementing a CMS for the first time, this process is just beginning. Next Steps in the CMS process for the FBRMPO are (time frames are tentative):

a. Get FHWA and NCDOT approval on CMS approach, refining CMS outline and report as needed. January-April, 2004 (FBRMPO staff)

b. FBRMPO submit Planning Work Program that includes CMS data collection costs and transit study for Henderson County. March, 2004. (staff)

c. FBRMPO submit TDM proposal to the NCDOT Public Transportation Division. May, 2004. (staff)

d. Finalize contract with MAB for maintenance of the Henderson County and Buncombe/Asheville traffic models. Determine with MAB potential for sub-area analysis in identified coverage areas. January– June, 2004. (staff)

e. Establish local travel count program at critical points and intersections in identified coverage area through the Planning Work Program and in coordination with the local NCDOT Divisions 13 and 14. February, 2004 – February, 2005. (staff)

f. FBRMPO prepares draft Metropolitan TIP with CMS Work Group inputs. June, 2004 (staff/TAC/TCC/CMS Work Group)

g. FBRMPO appoints a LRTP Work Group to develop the Long Range Plan. LRTP development will continue over the year and address CMS recommendations. June, 2004 – September, 2005. (TCC/TAC)

h. CMS Work Group Meeting to Assess Data collection priorities and needs and review CMS activities. Work Group will utilize data collected to define a performance measure for each of the points of concern within the CMS coverage. June, 2004. (CMS Work Group/staff)

i. CMS Work Group Meeting to monitor performance measures, evaluate strategies and prepare CMS annual report to the TCC and TAC. November, 2004. (CMS Work Group/staff)

j. CMS Annual Report presented for public comment and TAC/TCC review. Draft submitted to FHA and NCDOT for approval. CMS is revised for implementation for coming year. January, 2005. (staff)

By January of 2005, the FBRMPO should have solidified its CMS as a continuing process that will carry over to future years and be in a position to move beyond the identified coverage areas presented in this report, to measure the overall transportation system performance for the planning area.

IV. ATTACHMENTS

1. CMS Work Group Participants
2. MPO Boundary Map and CMS Coverage Area
3. Map of Commuting Patterns
4. FBRMPO Priority Needs List (Available Upon Request)

1. CMS Work Group Participants

Mark Swanger, TAC, Haywood County

Paul Benson, TCC, Waynesville

Mary Jo Padgett, Hendersonville, Environmental Conservation Organization of Henderson County (ECO)

Jack Lynch, Henderson County, appointed citizen

Jake Gilmore, Land-of-Sky Regional Council RPO

James Coman, TCC, Buncombe County

Anthony Butzek, TCC, City of Asheville

Jeff Burns, FBRMPO Transit Planner, City of Asheville

Bruce Black, TCC, Asheville Transit, City of Asheville

Dan Baechtold, FBRMPO Coordinator

Elizabeth Teague, FBRMPO Transportation Planner